2. A watercraft as in claim 1, further including an exhaust system for discharging exhaust gases from the exhaust manifolds to the atmosphere including portions extending over the engine.

3. A watercraft as in claim 2, wherein the exhaust system includes water trap means for precluding water from entering the engine through the exhaust system.

4. A watercraft as in claim 3, wherein the water trap means comprises a pair of water traps, each disposed in front of the respective cylinder block.

5. A watercraft as in claim 3, wherein the water trap means comprises a pair of water traps, each disposed to the rear of the engine on the side of the respective cylinder block.

6. A watercraft as in claim 1, further including a pair of expansion chambers, each communicating with a respective one of the exhaust manifolds.

7. A watercraft as in claim 6, wherein the expansion chambers are disposed on the same side of the cylinder blocks as the exhaust manifold.

8. A watercraft as in claim 7, further including an exhaust system for discharging exhaust gases from the expansion chambers to the atmosphere including portions extending over the engine.

9. A watercraft as in claim 6, wherein the expansion chambers are disposed above the respective cylinder banks.

10. A watercraft as in claim 9, further including a pair of water trap devices disposed to the rear of the engine and each communicating with a respective one of the expansion chambers.

11. A watercraft as in claim 10, wherein the exhaust manifolds have discharge ends disposed at the front of the engine and wherein the exhaust manifolds communicate with the expansion chambers by means of connecting pipes that extend substantially vertically upwardly at the front of the engine.

12. A watercraft as in claim 1, wherein each cylinder block has at least two longitudinally spaced cylinder bores

and two pistons, each cylinder bore axis of one cylinder block being in a common transversely extending plane with a corresponding cylinder bore axis of the other cylinder block.

13. A watercraft as in claim 12, wherein the pistons of each cylinder block drive a respective crankshaft.

14. A watercraft as in claim 13, wherein the crankshafts drive the engine output shaft through a transmission.

15. A watercraft as in claim 14, wherein the transmission comprises first and second gears affixed respectively to the crankshafts and each enmeshed with a third gear affixed to the output shaft.

16. A watercraft as in claim 15, wherein the output shaft is connected to the propulsion device by means of a flexible coupling disposed to the rear of the transmission.

17. A watercraft as in claim 16, further including a magneto generator driven by one of the crankshafts at one end thereof.

18. A watercraft as in claim 17, wherein the magneto generator is driven at end of the engine opposite from the transmission.

19. A watercraft as in claim 1, wherein the propulsion unit is disposed to the rear of the engine.

20. A watercraft as in claim 19, wherein the propulsion unit comprises a jet pump.

21. A watercraft as in claim 20, wherein the hull has an opening disposed above the induction system and a removable hatch closing the opening.

22. A watercraft as in claim 21, wherein the removable hatch closes an opening formed in a further hatch pivotally connected to the deck and having a substantially larger opening.

23. A watercraft as in claim 22, wherein the first hatch is pivotally carried by the second hatch.

24. A watercraft comprised of a hull defining an engine compartment, a two-cycle, crankcase compression internal combustion engine contained within said engine compartment and having a crankcase chamber journaling an output

shaft, a pair of cylinder blocks extending at a V-angle to each other and affixed to said crankcase chamber, each cylinder block having at least one cylinder bore and containing a piston for driving said output shaft, said cylinder bores having axes lying on a plane that extends transversely to said output shaft, an induction system for said engine disposed substantially completely in a valley defined between said cylinder blocks for delivering at least an air charge to said crankcase chamber for transfer to combustion chambers formed above said pistons, and a pair of exhaust manifolds each affixed to a respective one of said cylinder blocks on the side thereof facing away from said valley, a pair of expansion chambers each positioned on a respective side of said engine and receiving exhaust gases from the respective exhaust manifold, and an exhaust system for discharging the exhaust gasses from said expansion chambers to the atmosphere comprising an exhaust pipe extending from each of said expansion chambers across the top of the engine to the rear of said engine.

25. A two-cycle, crankcase compression internal combustion engine having a crankcase chamber journaling a pair of crankshafts, a pair of cylinder blocks extending a V-angle to each other and each affixed to said crankcase chamber, each cylinder block defining at least one cylinder bore containing one piston for driving the respective crankshaft, an output shaft journaled inside said crankcase between said crankshafts and at a level below the level of said crankshafts, first and second gears affixed respectively to said crankshafts and each enmeshed with a third gear affixed to said output shaft for driving said output shaft from said crankshafts, and a magneto generator driven by one of said crankshafts at one end thereof.

26. An engine as in claim **25**, wherein the magneto generator is driven from the end of the engine opposite from the transmission.

27. A watercraft comprised of a hull defining an engine compartment, an engine contained within the engine compartment, and an exhaust system extending from the engine to an exhaust discharge, the engine including an engine body journaling an output shaft to rotate about a rotational axis, the engine body having at least one cylinder which defines a cylinder axis and which contains a piston connected to the output shaft, the engine body including at least one intake port provided on a first side of a plane which contains the cylinder axis and the rotational axis of the output shaft, and at least one exhaust port provided on a second side of the plane, opposite the first side, the exhaust system including an expansion chamber having upstream and downstream ends and having a diverging portion at the upstream end, at least a portion of the expansion chamber being positioned on the first side of the plane.

28. The watercraft according to Claim 27 additionally comprising an exhaust manifold mounted to the engine body on the second side of the plane so as to communicate with the at least one exhaust port.

29. The watercraft according to Claim 28 additionally comprising a forward facing outlet provided on the exhaust manifold, and an exhaust passage extending from the outlet of the exhaust manifold, around a forward end of the engine body and to the expansion chamber.

30. The watercraft according to Claim 28 additionally comprising an outlet provided on the exhaust manifold and positioned at a forward end of the engine, an exhaust passage connecting the outlet with the expansion chamber, and a first water jacket in thermal communication with the exhaust passage.

31. The watercraft to according to Claim 30 additionally comprising a second water jacket in thermal communication with the expansion chamber, the first and second water jackets being in fluidic communication with each other.

32. The watercraft according to Claim 31 additionally comprising a third water jacket in thermal communication with the exhaust manifold, the third water jacket being in fluidic communication with the first water jacket.

33. The watercraft according to Claim 31 additionally comprising a third water jacket in thermal communication with the engine body, the third water jacket being in fluidic communication with the first water jacket.

34. The watercraft according to Claim 31 additionally comprising a water jacket discharge provided downstream from the expansion chamber, the water jacket discharge

configured to discharge water from the second water jacket into exhaust gases which flow through the exhaust system.

35. The watercraft according to Claim 34, wherein the water jacket discharge is provided at an elevation below the downstream end of the expansion chamber.

36. The watercraft according to Claim 27 additionally comprising an intake manifold mounted to the engine body on the first side of the plane so as to communicate with the least one induction port, the expansion chamber being arranged above the induction port.

37. The watercraft according to Claim 27, wherein the cylinder axis is inclined with respect to a vertical plane.

38. The watercraft according to Claim 37, wherein the at least one cylinder is provided in a first cylinder block and the engine further comprises a second cylinder block arranged in a V-type configuration with respect to the first cylinder block.

39. The watercraft according to Claim 27, wherein the entire expansion chamber is positioned on the first side of the plane.

40. The watercraft according to Claim 27 additionally comprising a watertrap communicating with the expansion chamber and positioned downstream from the expansion chamber.

41. The watercraft according to Claim 40, wherein the watertrap is positioned on the second side of the plane.

42. The watercraft according to Claim 40, wherein the expansion chamber is provided at an elevation above the watertrap.

43. The watercraft according to Claim 27, wherein the expansion chamber is inclined with respect to a horizontal plane such that the upstream end is higher than the downstream end.

44. The watercraft according to Claim 27 additionally comprising a hull tunnel formed on a lower surface of the hull and having a side wall, the exhaust discharge configured to discharge exhaust gases through the side wall of the hull tunnel.

45. The watercraft according to Claim 27, wherein the expansion chamber is positioned above the engine body.

46. The watercraft according to Claim 27, wherein the engine is a two-cycle, crankcase compression internal combustion engine.

47. The watercraft according to Claim 27, wherein the expansion chamber includes a converging portion at the downstream end.